

# ARMY AND NAVY CHRONICLE.

T. BARNARD, PUBLISHER.

{ OFFICE, SEVENTEENTH STREET,  
OPPOSITE THE NAVY DEPARTMENT. }

B. HOMANS, EDITOR.

Vol. 12, No. 41.]

Washington, Thursday, October 14, 1841.

[Whole No. 354.]

## MISCELLANY.

*Compiled for the Nantucket Inquirer.*

### INSTANCES OF SELF-IMPROVEMENT IN SAILORS.

—Columbus, one of the greatest men that ever lived—if it be grand ideas grandly realized that constitute greatness—while leading the life of a seaman, not only pursued assiduously the studies more particularly relating to his profession, rendering himself the most accomplished geographer and astronomer of his time, but kept up that acquaintance which he had begun at school with the different branches of elegant literature. We are told that he was even wont to amuse himself by the composition of Latin verses. It was at sea, too, that Cook acquired those high scientific, and, we may even add, literary accomplishments, of which he showed himself to be possessed. The parents of the celebrated navigator were poor peasants, and all the school education he ever had was a little reading, writing, and arithmetic, for which he was indebted to the liberality of a gentleman in the neighborhood. He was apprenticed, at the age of thirteen, to a shop-keeper in the small town of Snaith, near Newcastle; and it was while in this situation that he was first seized with a passion for the sea. After some time, he prevailed upon his master to give up his indentures, and entered as one of the crew of a coasting vessel engaged in the coal trade. He continued in this service till he had reached his twenty-seventh year, when he exchanged it for that of the navy, in which he soon distinguished himself so greatly, that he was three or four years after appointed master of the *Mercury*, which belonged to a squadron then proceeding to attack Quebec. Here he first showed the proficiency he had already made in the scientific part of his profession, by an admirable chart which he constructed and published, of the river St. Lawrence. He felt, however, the disadvantages of ignorance of mathematics; and while still assisting in the hostile operations carrying on against the French on the coast of North America, he applied himself to the study of Euclid's Elements, which he mastered, and then began that of astronomy. A year or two after, while again stationed in the same quarter, he communicated to the Royal Society an account of a solar eclipse, which took place on the 5th of August, 1766: deducting from it, with great exactness and skill, the longitude of the place of observation; and his paper was printed in the *Philosophical Transactions*. He had now completely established his reputation as an able and scientific seaman; and it having been determined by government, at the request of the Royal Society, to send out qualified persons to the South Sea, to observe the approaching transit of the planet Venus over the sun's disc—a phenomenon which promised several interesting results to astronomy—Cook was appointed to the command of the *Endeavor*, the vessel fitted out for that purpose. He conducted this expedition, which, in addition to the accomplishment of its principal purpose, was productive of a large accession of important geographical discoveries, with the most consummate skill and ability; and was, the year after he returned home, appointed to the command of a second for the same regions, but having in view more particularly the determination of the question as to the existence of a southern polar continent. He was nearly three years absent upon this voyage; but so admirable was the method he adopted for preserving the health of his seamen, that he reached home with

the loss of only one man from his whole crew. Having addressed a paper to the Royal Society upon this subject, he was not only chosen a member of that learned body, but was farther rewarded by having the Copley gold medal voted to him for his experiments. Of this second voyage he drew up an account himself, and it has been universally esteemed a model in that species of writing.

All our readers know the termination of Cook's distinguished career. His third voyage, undertaken for the discovery of a passage from the Atlantic to the Pacific, along the north coast of America; although unsuccessful in reference to this object, was fertile in geographical discoveries, and equally honorable with those by which it had been preceded, to the sagacity, good management, and scientific skill of its unfortunate commander. The death of Captain Cook took place at Owyhee, in a sudden tumult of the natives of that island, on the 14th of February, 1779. The news of the event was received with general lamentation, not only in his own country but throughout Europe. Pensions were bestowed on his widow and three sons by the Government; the Royal Society ordered a medal to be struck in commemoration of him: his eulogy was pronounced in the Florentine Academy; and various other honors were paid to his memory, both by public bodies and individuals. Thus by his own persevering efforts, did this great man raise himself from the lowest obscurity to a reputation wide as the world itself, and certain to last as long as the age in which he flourished shall be remembered by history. But better still than even all this fame—than either the honors he received while living, or those which, when he was no more, his country and mankind bestowed upon his memory—he had exalted himself in the scale of moral and intellectual being; had won for himself in his unwearying striving, a new and noble nature, and taken a high place among the instructors and benefactors of mankind. This alone is true happiness—the only worthy end of human exertion—the only satisfying reward of all labor and study, and virtuous activity or endurance.

To the example of Cook, if it were necessary, we might add those of others of his countrymen, who, since his time, have shown, in like manner, the possibility of uniting the cultivation of literature and science to the most zealous performance of the duties of the same laborious profession. For instance, Vancouver was a sailor formed under Cook, and to him we owe an interesting and ably written account of the voyage which he made round the world in 1801, to survey the coast of New Holland, and afterwards published an account of his voyage, accompanied by a volume of charts, which are considered as placing the author in the highest rank of modern hydrographers. Nor ought we here to forget that the late Lord Collingwood, second in command to Nelson at Trafalgar, and in all respects, a man of first-rate merit, who, although he never sent any production to the press, has been proved by his correspondence published since his death, to have been in reality one of the best of writers. Yet he was only thirteen when he first entered the navy, and during the remainder of his life he was scarcely ever ashore—circumstances which used to make his acquaintances wonder not a little where he got his style. He had always, however, been fond of reading and the study of elegant literature; and he found that even a life at sea afforded him many opportunities of indulging his tastes for these enjoyments.

## Intelligence.

### FLORIDA WAR.

*From the Savannah Republican, Oct. 7.*

Three steamers arrived yesterday from Florida, bringing intelligence from the seat of war up to a late date.

On Sunday, the 26th ult, 8 miles from Garey's Ferry, a party of Indians killed Mr. Jonathan Thigpin and a Mr. Barber, and drove off some cattle, taking with them about 20 bushels corn; they were followed the next day, and the place found where they had camped during the night.

On the 29th, near Black Creek, Messrs. Bleach and Penner were fired on, and the former killed. The latter escaped. On the 30th, about 8 miles from Fort Crane, two brothers named Hallard were killed.

The express rider due at Pilatka on Sunday night, had not arrived when the Newbern left at 5 P. M. on Monday, and it was feared that he had been killed.

ACCIDENT TO THE U. S. STEAMER BEAUFORT.—We have seen a letter from Capt. Peck, from which we learn that one of the boilers of this boat burst on Monday, 4th inst., at 1 o'clock, A. M., scalding one white boy, named James Jones, and five blacks; four of the blacks and the white boy were killed.

The boat at the time of the accident, was in the St. John's river, about eight miles from the mouth. Her hull is not much injured, the explosion being in an upward direction, breaking the main and promenade decks. She was towed to Pilatka on Monday by the steamer Newbern.

The B. left here on the 2d inst. for Pilatka, loaded with hay and Government stores; a few bundles of hay were thrown overboard, after the accident occurred.

A correspondent under date of the 28th ult, says: "Yesterday, two individuals were fired on by Indians on the Pilatka road, and the horse of one of them killed. The men escaped into Fort Russell, and gave the alarm. The troops are in motion."

Another correspondent writing from Cedar Keys, remarks:

"The war appears to be in process of termination; but it must be borne in mind that there are still three hostile chiefs in the hammocks, viz: Sam Jones, Halleck Tustenuggee, and Tigertail. It is conceded by all, that Col. Worth is the proper one to conduct the war. You and the public may rest assured that what can be done, will be, by that indefatigable officer—but I advise that you 'let patience have her perfect work.'"

*From the St. Augustine News, Oct. 1.*

FROM THE SOUTH.—The steamer C. Downing, Capt. Dent, arrived this morning from southern posts. By her we learn that Capt. Burke, 3d Artillery, in command of Fort Lauderdale, recently captured two Indians.

Maj. Childs recently made a scout of ten days from Fort Pierce, discovering a lake of twenty miles in extent, near Jupiter river, on whose margin was growing tobacco, corn, peas, and many other desirable articles. The party destroyed about 40 acres of growing products.

The U. S. transport schr. Jos. Crowell, Goodwin, master, went ashore on the morning of Saturday last, about 25 miles to the northward of Fort Pierce, Indian river. The vessel and cargo, consisting of Government stores, an entire loss.

FROM TAMPA BAY.—We have dates from Fort Brooke and Ponta Rosa, to 22d ult. Col. Worth is still vigorously following up his plans, and Indians are coming in to him almost daily. The Tallahassee and a portion of the Creeks, were collecting at Annatuli-ga. Halleck Tustenuggee was trying to make for the south, but the troops were on his trail.

SUB-MARINE EXAMINATION OF THE BOTTOM OF THE COLUMBUS.—Among the new and important inventions in the Mechanics' Fair, is a suit of Captain Taylor's "sub-marine armor;" and yesterday forenoon, by permission of the commander, the committee on inventions, together with some thirty invited guests, went on board the Columbus to witness the operation of the machine. Having encased himself in his armor, Capt. Taylor was hoisted from the deck over the side of the ship, by a tackle fixed to the main yard, and lowered. When he first sank into the water, he ascertained that, owing to the strength of the tide, he did not carry weight enough, and, at an appointed signal, communicated by accompanying lines, he was drawn up, and had additional weights attached, and he then descended to the ship's keel. He was raised and lowered three times, so that he was enabled to examine the keel at three different points. The last time, he brought up a bunch of grass, filled with minute insects, which he scraped from the copper, to which it had adhered. His lamp gave such a brilliant light, when submerged, that he could plainly see the creases in the coppering, and innumerable shells, from the size of a fourpence to an inch in length—thus demonstrating the great utility of his apparatus, and the practicability of its application in the manner proposed by him.

The apparatus for pumping fresh air into the conducting elastic tubes, which connect with the armor, was placed in a boat alongside the ship, and was worked with great ease and effect. The experiment was perfectly satisfactory to those who witnessed it. The bottom of the ship was found to be generally very free from grass, but some sheets of the copper were entirely covered with it, while others were as completely covered with it. Although Capt. Taylor's hands were covered with the air-tight India rubber gloves, he had the free use of them; but he has also contrived a pair of sleeves, to terminate at the wrists, with an elastic band, which will leave to him the perfect use of his fingers. Other experiments are in contemplation.—*Boston Post.*

PLEASURE YACHT.—A neat, trim, staunch little sloop-rigged pleasure yacht, bearing the pretty name of "Lanthe," arrived at our wharves yesterday morning from New York, by way of the Delaware and Raritan canal, and came to anchor abreast of Smith's island. This handsome vessel is owned and commanded by passed Midshipman Cadwalader of this city, at present attached to the U. S. ship North Carolina, now lying in New York harbor.—*Philadelphia Gazette, Oct. 5.*

THE WESTERN ARMORY.—MARTIN THOMAS, Esq. has been authorized by the city authorities to make a report, embracing a collection of facts, in relation to the location of an armory on the western waters, and setting forth the claims of St. Louis. It could not have been entrusted to better hands, and we look for a report which shall be of much general utility.

We understand that Capt. BELL, in command at the U. S. arsenal below this city, under instructions from the proper Department, has been engaged in the examination and survey of the Mississippi from Rock Island down, and that he has made a report recommending the location of the armory at a point not far above Carondelet.—*St. Louis New Era, Sept. 30.*

NORFOLK, Oct. 8.—The division of the West India squadron under the command of Vice Admiral Ar-nous, consisting of the frigate l'Armide, Capt. Garnier, brigs Bisson, Capt. D'Anguillecourt, and L'Aurier, Capt. Louvel, sailed yesterday for Martinique.

This squadron has been in our waters for about six weeks, and has not, we learn, lost a man by desertion or sickness. The deportment of the officers and crews was correct and gentlemanly, and we learn that they left our harbor highly gratified by the hospitalities of our citizens.—*Beacon.*



**U. S. COAST SURVEY.**—Another illustration, if one were wanted, of the advantages to the country afforded by the United States Coast Survey, under the direction of F. R. Hassler, has been furnished within a few weeks by the discovery of a new channel into the Delaware bay by Commander Thomas R. Gedney, of the brig Washington.

This channel runs in a W. S. W. direction from Cape May, is about a quarter of a mile wide, has 17 feet in it at low water, and saves the circuitous course around the overfalls, of vessels bound into the Delaware from the northward.

Mr. Edmund Blunt, who is triangulating that portion of the coast, has put up a range for it, but the Chamber of Commerce of Philadelphia should have it buoyed off immediately.—*New York American.*

**FATAL EXPLOSION ON BOARD THE U. S. STEAMER FULTON.**—An explosion, attended with fatal consequences, occurred on board the steam frigate Fulton, off Sandy Hook, on Tuesday afternoon, Oct. 5th. While some experiments were making with a new kind of shell, a 64 pounder burst, killing two persons, and severely wounding six others. The names of the killed are Samuel Snowman, seaman, and Joseph Philbrook, ordinary seaman. The wounded are, Russell Smith, carpenter's mate, Joshua Wyman, quarter gunner, Levi Lawson, Thos. Smith, Rich'd Bell, and John Cooper, seamen, all badly.

The explosion did great damage to the fore part of the vessel, giving it the appearance of a perfect wreck. The starboard steam chimney was blown down. The gun broke outside of the carriage and split in the breech—the two parts of the breech taking different directions, one landed on the starboard side—the gun was on the larboard—the other went forty feet aft carrying away the dispensary and Purser's store room, and iron stanchions, and then staving in both starboard steam chimneys, which added to the horror of the scene by filling the ship with steam. The spardeck is all knocked up. Lieut. Strong was thrown fifteen feet in the air, falling on the hammock netting, without material injury.

The utmost care was taken by Capt. Newton, Lieut. Chatard, (the first lieutenant) and all the officers of the ship, to prevent an accident which the officers greatly feared.

The officers kept the men back, placing themselves between the gun and the men; and then fired the gun with a slow match.—*New York Papers.*

Two of the wounded men have since died—names not given. The two seamen were buried on Thursday with more than ordinary display and solemnity.

**NORFOLK, Oct. 4.**—The Prince de Joinville arrived here on Friday night in the steamboat Norwich from Baltimore. On Saturday he took passage to Hampton Roads in the steamer Star, and visited the French frigate L'Armide bearing the flag of Admiral Arnous, and returned to Norfolk at 5 o'clock in the evening to dine at French's Hotel.

The French merchant ship Balloch, lying in our harbor, was decked off with flags, and saluted the Star with cheers as she came out of the dock.

The French brig of war Bisson, lying off Town Point, was also decorated with national flags in compliment to the Prince, and as the Star passed on her way down, her yards were manned, three cheers given and a broadside salute fired.

The Prince accompanied by his suite, and Admiral Arnous, who came up in an open boat from Hampton Roads, visited yesterday the U. S. ship Pennsylvania, Captain Skinner, and a salute of 21 guns was fired on his leaving, which was returned by the Bisson with the American ensign at the foremost head. He then proceeded to the navy yard. We learn that the Prince de Joinville was to leave in the Baltimore boat of last night.—*Beacon.*

**THE DEPARTURE OF THE RUSSIAN STEAM FRIGATE.**—The splendid steam frigate Kamschatka sailed yesterday for St. Petersburg. She is a noble specimen of American ship building, and her machinery, from its accuracy, beauty, strength and finish, is worthy of her exquisite model. All her appointments are of the very best kind. No expense has been spared to make her perfect in every department. Her armament is tremendous, consisting of ten 24 pounders on the forward gun deck, and on the after deck eight guns of the same calibre. But the most formidable portion of her armament is a battery of *Paixhans*. Of these terrible engines of destruction, she carries three on her forward upper deck, and one on her stern. All the upper deck guns are on circular railways.

The Kamschatka went out under American colors, officered as follows:

George Schuyler, American, commander.

Capt. Van Schaantz, Russian Navy.

1st Lieut. Flotoff, do

2d Lieut. Sherburne, do

Capt. Pippin, Civil Engineer.

Joseph Scott, Chief Engineer.

Barnet Smith, 1st assistants.

John Andrews, do

Charles T. Scott, 2d do

George Root, do

W. C. Lovenwood, 3d do

J. T. Conklin, do

The merits of the Kamschatka as a sea boat must have been thoroughly tested yesterday, as a strong gale from the northward, with occasional heavy squalls, set in soon after she left our harbor.—*New York Times & Star, Sept. 30.*

## Laws of the United States.

PUBLIC—No. 15.

AN ACT making appropriation for the purchase of naval ordnance and ordnance stores, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of six hundred thousand dollars be paid out of any moneys in the Treasury not otherwise appropriated, for the purpose of purchasing ordnance and ordnance stores for the use of the navy of the United States.

*Sec. 2. And be it further enacted,* That the Secretary of the Navy is hereby authorized to apply a part of the sum herein and hereby appropriated, not exceeding fifty thousand dollars, to the purpose of making experiments to test the value of improvements in ordnance, in the construction of steamers and other vessels of war, and in other matters connected with the naval service and the national defence; and also to the purpose of defraying any charges left unpaid on account of experiments of the like character heretofore made by authority of law.

APPROVED, Sept. 11, 1841.

## RESOLUTIONS.

PUBLIC—No. 1.

A RESOLUTION relating to the light-boats now stationed at Sandy Hook and Bartlett's Reef.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized, if upon full inquiry he deem it expedient, to cause the light-boat now stationed at Sandy Hook to be removed, and to be placed near Bartlett's Reef, in Long Island Sound; and, whenever the same shall be so removed and placed, to cause the light-boat now at Bartlett's Reef to be removed, and placed, if he deem it expedient, near Execution Rocks, in Long Island Sound, with a bell only for the latter vessel, to be so fixed as to be rung by the motion of the sea.

APPROVED, Aug. 25, 1841.

## PUBLIC—No. 4.

A RESOLUTION in relation to the purchase of domestic water-rotted hemp for the use of the United States Navy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be, and he hereby is, directed to purchase domestic water-rotted hemp for the use of the United States Navy, so far as the same shall be found of suitable quality, and can be used beneficially to the service, having regard to the cost, strength, and durability of the article; and for that purpose shall cause purchases of such hemp to be made in the different hemp-growing regions of the Union.

Sec. 2. *And be it further resolved,* That this joint resolution shall be and remain in force for the period of seven years from the passing thereof.

APPROVED, Sept. 11, 1841.

## PUBLIC—No. 5.

JOINT RESOLUTION making it the duty of the Attorney General to examine into the titles of the lands or sites for the purpose of erecting thereon armories and other public works and buildings, and for other purposes.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be the duty of the Attorney General of the United States to examine into the titles of all the lands or sites which have been purchased by the United States, for the purpose of erecting thereon armories, arsenals, forts, fortifications, navy yards, custom-houses, light-houses, or other public buildings of any kind whatever, and report his opinion as to the validity of the title, in each case, to the President of the United States.

2. *Resolved,* That it shall be the duty of all the officers having any of the title-papers to the property aforesaid in their possession, to furnish them forthwith to the Attorney General, to aid him in the investigation aforesaid.

3. *Resolved,* That no public money shall be expended upon any site or land, hereafter to be purchased by the United States for the purposes aforesaid, until the written opinion of the Attorney General shall be had in favor of the validity of the title; and, also, the consent of the Legislature of the state in which the land or site may be shall be given to said purchase.

4. *Resolved,* That it shall be the duty of the District Attorneys of the United States, upon the application of the Attorney General, to furnish any assistance or information in their power in relation to the titles of the public property aforesaid, lying within their respective districts.

5. *Resolved,* That it shall be the duty of the Secretaries of the Executive Departments, upon the application of the Attorney General, to procure any additional evidence of title which he may deem necessary, and which may not be in the possession of the officers of Government; the expense of procuring which to be paid out of the appropriations made for the contingencies of the Departments, respectively.

6. *Resolved,* That it shall be the duty of the Secretaries of the Executive Departments, respectively, under whose direction any lands for the purposes aforesaid may have been purchased, and over which the United States do not possess jurisdiction, to apply to the Legislatures of the States in which the lands are situated for a cession of jurisdiction; and, in case of refusal, to report the same to Congress at the commencement of the next session thereafter.

APPROVED, Sept. 11, 1841.

## MILITARY EQUIPMENTS.

Just received from France a case of GOLD EMBROIDERIES, &c., consisting of Embroidered SWORD-BELTS, COLLARS, GUFF and SKIRT ORNAMENTS, for uniforms of Military Engineers; also, a complete assortment of EPAULETTS, for Lieutenants, Captains, Majors, and Colonels, and for sale, cheap for cash, by

J. SMITH FRASER,  
168 Pearl Street, New York.

N. B. Military and Topographical Swords just received.  
Sept. 3—11

WASHINGTON CITY,  
THURSDAY...OCTOBER 14, 1841.

TERMS OF THE ARMY & NAVY CHRONICLE.—  
ONE COPY, \$3 per year—TWO COPIES one year—or ONE COPY two years, \$5—FIVE COPIES to one address, \$10.

OUR ARMY.—Any one who takes a view of our extensive territory, cannot but be struck with the entire inadequacy of our diminutive military force of 12,000 men, to give any thing like protection to ten thousand miles of sea coast and inland frontier—scarcely more than, if indeed as much as, one man to a mile.

The old song of the militia being our bulwark will do very well, while those militia are only called upon to defend their firesides and their property; but take them from home, subject them to military discipline and privation, and confusion, waste and delay, if not inglorious defeat, are too apt to be the consequence.

It would not be more absurd to attempt to clothe the youth of 15, in the swaddling clothes of an infant, or the man in the garments of a schoolboy, than it would be to expect the commerce of 1840 to be guarded by a fleet that would have sufficed for that of 1800, or the confines of our new states to be defended by a body that might have furnished a line of sentinels, out of hailing distance if not out of sight too, for the limits of the "old thirteen."

We speak of this as an age of improvement, of the march of mind, &c. and yet we find the cry kept up of the danger of maintaining standing armies. What possible danger could be realized in this large territory, from an army of 50,000 men? Are they not our brothers, and our friends, taken from the midst of us, and still part and parcel of us in feeling and in love of liberty?

If we hope to preserve peace, we must prove our ability to resent promptly any and every hostile demonstration, come from what quarter it may. If we have forts we must have men to keep them in order, or it is a waste of money to build them.

A permanent army of 25,000 men—or double our present force—is not an iota too large for our present wants. Scattered as they would be, over thousands of miles, what possibility is there that they could ever be concentrated under an ambitious leader; or what unholy purposes could be accomplish, were they subservient to his will? There need be no such fear entertained.

An increase of our army to double its present numbers, would give promotion to many a war-worn and scarred veteran who lives more to realize the proverb that "republics are ungrateful," than to inspire dread that he belongs to a profession inimical to liberty.

Ten regiments of artillery would barely suffice to garrison the permanent fortifications that are already or nearly completed.

Ten regiments of infantry would scarcely keep in awe the savage hordes whom the policy of the government has placed in dangerous proximity to our western frontier settlements.

Three regiments of dragoons would find ample employment in scouring the Indian frontier, keeping



off white intruders from the Indian lands, or preventing the hasty retaliation so naturally resorted to by savages as well as civilized men when they think themselves aggrieved.

Two regiments of riflemen might be advantageously engaged in perpetuating that skill in arms for which our soldiers have been so noted in the war of our Revolution and in wars of subsequent date.

These 25 regiments, of 1,000 men each, may preserve to us a state of peace; but should our legislators expect from our skeleton army ample defence against internal and external foes, they will not only be exacting too much from human nature, but may to the country's cost verify another proverb, trite though somewhat musty—that "an ounce of prevention is worth a pound of cure—" or, what is synonymous, that "a stitch in time saves nine."

**OUR NAVY.**—The recent promotions in the navy have given rise to various discussions as to the proper number and grades of officers required for the vessels that can afford adequate protection to our commercial interests. Every one has his favorite plan, and almost every one differs more or less from the rest. We cannot find room for a tithe of the remarks, editorial or communicated, that we find in our exchange papers; but viewing the subject as one of great importance to the whole country, we invite contributions from all who desire to give to the public the lights of their experience or their reflections.

One thing is certain: more employment must be found for the officers now in service, to keep their minds from rusting, and to preserve the knowledge they already possess; otherwise they must inevitably deteriorate.

It was the practice, upwards of twenty years ago, to have commanding officers of stations afloat, distinct from commandants of navy yards; but in the days of economy that supervened, it was decided that the former could be dispensed with. The consequence was, that double labor was thrown upon the latter, and in the discharge of the multifarious duties which demand their attention, it would not be surprising if some of them were slighted. The commandants of our navy yards have too much to do, while scores of their brother officers, of the same rank, are looking on in idleness, unable though willing to lend a hand.

If the sea and lake coasts of the United States were divided into districts, they would form suitable and desirable commands for the older officers, who probably care little for sea service or the more arduous duties of the profession. By placing all officers, not on particular duty, under their orders or control, they could exercise a salutary and parental guardianship over their conduct. The young and inexperienced officers who congregate in large cities require some surveillance of this kind. If any of them should violate the rules of the service or of propriety, there is no one to take notice of it, for 'it is nobody's business.' As it is, every order, even the most trivial, must be issued from Washington, multiplying to an

inconceivable extent the labors of the head of the department. Power to order officers on any duty within their respective districts, and even to organize district courts martial, might with propriety be confided to these commanding officers afloat. In England, if we are not mistaken, the dock yards are viewed as civil not as military establishments. In ours, there are not subordinate officers enough to perform the duty promptly. There is too much delay in fitting vessels for sea, whether from want of a proper organization, or from the slow process of collecting materials, we will not pretend to say.

The recruiting service is susceptible of great ramification, which would ultimately produce economy by expediting the sailing of ships. Our naval rendezvous are limited to five, viz. Boston, New York, Philadelphia, Baltimore, and Norfolk; omitting altogether many very important ports, where large numbers of seamen might be procured with little labor. We will only mention a few of them—Portland, Portsmouth, Salem, Marblehead, New Bedford, Nantucket, Newport, New Haven, New London, Richmond, Wilmington, N. C. Charleston, Savannah, Mobile, and New Orleans. A captain, to superintend the whole, with a proportionate number of lieutenants or old masters to attend the rendezvous, would procure the seamen required in about half the time now consumed, and thus avoid the mortification of having our vessels of war detained in port for weeks and months, waiting for crews.

A different plan for our cruising vessels would at least have the effect of improving our officers in seamanship. Instead of having vessels assigned to a particular station, we would have only a flag ship where we now maintain a squadron, and let all the others circumnavigate the globe. Our vessels lie in port more than half the time that they are abroad. Indeed, we have heard of a vessel that did not raise her anchors once in six months. How did her officers pass their time meanwhile? Much of it, no doubt, in seeking pleasure or pastime on shore. Let a vessel—no matter what her class—be sent to the Mediterranean, course up the northern shore, visit every accessible port as high up as the Archipelago, come down the south or Barbary coast, proceed down the coast of Africa to the cape of Good Hope, visit the China seas, the groupes of islands in the Pacific, strike the American coast at the Columbia river or the peninsula of California, traverse the shores of Peru and Chili, double Cape Horn, peep into the Rio de la plata and the ports of Brazil, pass through the West India islands or down the Gulf of Mexico, and then home. A cruise of this kind would occupy two years very profitably, and the young midshipman who went out "green" would return a pretty good practical seaman and navigator. Let another vessel take an opposite course going out by the West Indies, Gulf of Mexico, coast of Brazil, Cape of Good Hope and the East Indies, or Cape Horn and the Pacific, and return by the coast of Africa and the Mediterranean.

These are views that we have not only long enter-

gained, but have heard them approved by officers of experience, and if carried out we have no doubt they would prove highly beneficial. Upon one point we believe nearly all officers (except perhaps the Commodores, and possibly the Purser) are agreed—that is, that our ships are kept abroad too long. Three years is too great a term to be separated from family and kindred; and it does not allow of frequent rotation in duty and commands.

We might add much more, but are admonished not to occupy too much space with one subject. We may pursue it hereafter, unless some of our correspondents who have experience and are therefore better qualified to speak, will take it up, and save us the trouble.

#### APPOINTMENTS BY THE PRESIDENT.

JOHN C. SPENCER, of New York, to be Secretary of War, in the place of Judge McLEAN, declined.

Mr. SPENCER arrived at Washington, on Sunday last, and on Monday entered upon the discharge of his duties.

The officers of the army, at present in Washington, waited upon the new Secretary in full uniform, on Tuesday, and made quite an imposing display.

This is the fourth occasion, within the brief space of seven months, that the officers of the army have been called upon to pay their respects to new incumbents upon their induction to office.

*First*, to President HARRISON.

*Second*, to Secretary BELL.

*Third*, to President TYLER.

*Fourth*, to Secretary SPENCER.

After waiting upon the Secretary of War, the officers of the army paid their respects to the Secretary of the Navy.

J. WASHINGTON TYSON, of Pennsylvania, has been appointed Commissary of Purchases, *vice* IRVINE, deceased.

Judge URSHUR reached Washington on Monday, and immediately assumed the duties of Secretary of the Navy.

The singular and unusual spectacle is now presented, of four Commodores' flags flying at the same time in the harbor of Norfolk and its vicinity: There are

The Delaware, 80, bound to the coast of Brazil, the flag-ship of Commodore MORRIS, who being senior and within signal distance is entitled to the *blue* pendant.

The frigate Macedonian, flag-ship of the West India squadron, Commodore WILKINSON, who, being next in rank, hoists the *red*.

The frigate United States, the flag-ship of the squadron destined to the Pacific, Commodore THOMAS AP CATESBY JONES.

The navy yard at Gosport, under the command of Commodore W. BRANFORD SHUBRICK, who is junior to the other three.

The two junior Commodores, it is presumed, must each hoist the *white* pendant, there being but three distinctive pendants, as badges of rank, recognized in our navy.

CREDIT.—We are somewhat sensitive on this point—some may possibly think us too much so—but few, if any, persons at a distance have an idea of the labor and time consumed in collecting and arranging the various items, for which we are obliged to be ever on the watch and to visit personally the several offices from which the intelligence alone can be obtained. Whenever, therefore, we see our labors appropriated by others without acknowledgment, it creates a sensation that is not over pleasant, nor is it lessened by the belief that the omission is in most cases the result of inadvertence and not of design.

The Norfolk Beacon has made the *amende*, and we are satisfied. We used the term "pirate" in *badinage* merely, and did not suppose it would be taken in any other sense. We have to thank both the Norfolk papers for the expression of their good will towards our bantling, which indeed might have been inferred from their frequent quotations from its columns.

#### ARRIVALS AT WASHINGTON.

Oct. 6—Capt E Trenor, 1st drag's Fuller's.  
7—Lt Col G Loomis, 6th Inf, do  
Paymaster C H Smith, Army, Mrs Brereton's.  
11—Capt G H Crosman, A Q M Mrs Smoot's.  
Capt S P Heintzelman, A Q M Fuller's.

#### PASSENGERS.

SAVANNAH, Oct. 3, per steampacket Beaufort, from Charleston, Major P. Muhlenberg, and Lieut. E. R. S. Canby, of the army.

Oct. 4, per brig Savannah, from New York, Lieut. H. W. Benham, U. S. Eng'r. Corps.

CHARLESTON, Oct. 2, per steampacket Beaufort District, from Savannah, Col. G. Loomis, of the army.

NEW YORK, Oct. 3, per ship Roscius, from Liverpool, Lieut. C. Tompkins, of the army.

#### REVENUE CUTTER SERVICE.

REGISTER OF OFFICERS, CORRECTED TO OCT. 1, 1841.

##### Captains.

Names.	Date of Commission.	How employed.
John A. Webster,	22 Nov. 1819	On special duty.
Winslow Foster,	22 March 1821	W. O. Mobile.
Henry D. Hunter,	15 Nov. 1824	Wolcott.
Wm. W. Polk,	25 July, 1825	Taney.
Nicholas Bicker,	29 Aug. 1828	Ewing.
Andrew Mather,	4 April, 1829	Vigilant.
Robert Day,	2 June, 1832	W. O. St. Mary's, Ga.
Ezekiel Jones,	4 Jan. 1833	Woodbury.
Thos. C. Rudolph,	2 June, 1834	Susp'd on charges.
Caleb Currier,	20 April, 1838	Crawford.
Green Walden,	21 Nov. 1838	Morris.
Charles B. Childs,	14 Dec. 1838	W. O. New York.
Henry B. Nones,	14 Dec. 1838	W. O. Eastport.
Josiah Sturgis,	14 Dec. 1838	Hamilton.
Henry Prince, Jr.,	24 Oct. 1839	W. O. Baltimore.
John Whitecomb,	9 Dec. 1839	Alert.
Gilbert Knapp,	15 March, 1841	Erie.
L. C. F. Fatio,	12 May, 1841	Jackson.

##### First Lieutenants.

Richard Evans,	1 Jan. 1833	W. O. Mobile.
Napoleon L. Coste,	4 Jan. 1833	Crawford.
W. B. Whitehead,	11 June 1834	Taney.
Gay Moore,	10 Feb. 1836	W. O. Baltimore.
Levi C. Harby,	5 July, 1836	W. O. Charleston.
Alex. V. Fraser,	12 March, 1838	Ewing.
John J. Nimmo,	23 April, 1838	W. O. Norfolk.
Douglas Ottinger,	6 Aug. 1838	Erie.
Charles Grover,	6 Aug. 1838	Jackson.



Thomas Sands,	21 Nov.	1838 Vigilant.
Thomas Stoddard,	14 Dec.	1838 Waiting Orders.
Chas. B. Beaufort,	14 Dec.	1838 Comm'g Duane.
Francis Martin,	24 July,	1839 Crawford.
Stephen Cornell,	24 Oct.	1839 W. O. New Haven
Joseph A. Noyes,	24 Oct.	1839 Alert
Richard Storer,	9 Dec.	1839 Hamilton.
John McGowan,	17 Feb.	1841 Wolcott
James H. Roach,	17 Feb.	1841 Morris.

**Second Lieutenants.**

Stephen Thatcher,	18 Jan.	1831 Jackson.
George Clarke,	18 Feb.	1836 Ewing.
John Walker,	18 Feb.	1836 W. O. Mobile.
Thomas Osborne,	6 Aug.	1838 Has failed to obey orders.

John B. Fulton,	6 Aug.	1838 W. O. Annapolis.
George Berryman,	6 Aug.	1838 Erie.
Arnold Burroughs,	14 Dec.	1838 Morris.
Beverly Digges,	14 Dec.	1838 W. O. Baltimore.
Supply Clapp Foss,	29 April,	1839 Taney.
Sam. T. Williams,	29 April,	1839 Ordered to Jeff'n.
J. J. Morrison,	24 July,	1839 Crawford.
Osmond Peters,	24 July,	1839 W. O. Baltimore.
Blyden Hedge,	24 Oct.	1839 Crawford.
J. S. S. Chaddock,	24 Oct.	1839 Jackson.
Caleb Prouty,	9 Dec.	1839 Hamilton.
Joseph Amazeen,	9 Dec.	1839 Jackson.
William Norris,	17 Feb.	1841 Vigilant.
John Faunce,	5 June	1841 Woodbury.

**Third Lieutenants.**

Wm. W. Smith,	24 Feb.	1838 Susp'd. on charges
Herman H. Greene,	19 March,	1838 Alert.
J. A. Underwood,	19 July,	1838 Woodbury.
John L. Prouty,	26 Nov.	1838 Hamilton.
Wm. Pease,	2 March,	1839 Taney.
Chas. W. Bennett,	10 April,	1839 Wolcott.
John L. Stull,	7 June,	1839 Ewing.
Edward Smoot,	24 July,	1839 Duane.
Wm. M. Wilson,	24 July,	1839 W. O. Baltimore.
J. G. Breshwood,	24 Oct.	1839 W. O. New York.
Nicholas Austin,	24 Oct.	1839 Vigilant.
John M. Jones,	16 Dec.	1839 Morris.
George Hays, Jr.	17 Feb.	1841 Alert.
James H. Jones,	17 Feb.	1841 Wolcott.

W. O. Waiting Orders.

**STATIONS OF THE CUTTERS.**

Alert,	Capt. Whitcomb,	Eastport, Me.
Morris,	Capt. Walden,	Portland.
Hamilton,	Capt. Sturgis,	Boston.
Vigilant,	Capt. Mather,	Newport, R. I.
Wolcott,	Capt. Hunter,	Wilmington, Del.
Woodbury,	(repairing at Baltimore.)	
Taney,	Capt. Polk,	Norfolk.
Crawford,	Capt. Currier,	Savannah.
Duane,	Lt. C. B. Beaufort,	Mobile.
Jackson,	Capt. Fatio,	New Orleans.
Erie,	Capt. Knapp,	Erie, Penn.

NOTE.—Cutters Jefferson, Madison, and Van Buren, temporarily withdrawn from Revenue duties, and now employed on the coast of Florida, under the orders of the Navy Department. Cutters Washington and Gallatin employed in Coast Survey, under officers of the Navy.

**ARMY.****OFFICIAL.**

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } Adjutant General's Office,  
No. 59. } Washington, Oct. 8, 1841.

The following instructions have been received from the Department of War, and are published for the guidance of all concerned:

"The President directs that when soldiers are discharged from the Army at posts within the Indian country, they shall be required to leave the Indian territory within a reasonable time, unless employed in the public service, or permitted to reside within the Indian country, by the Agent of the tribe on whose lands they purpose to remain, under the laws regulating the intercourse with the Indians."

BY COMMAND OF MAJOR GEN. SCOTT:  
R. JONES, *Adj't Gen.*

GENERAL }  
ORDERS, }  
No. 60. }

HEAD QUARTERS OF THE ARMY,

Adjutant General's Office,

Washington, Oct. 9, 1841.

As soon as the nine companies of the 3d regiment of artillery, now in the field, can be dispensed with, the commanding officer of the Florida army will direct them to proceed to and occupy the following posts:

FORT PICKENS, Pensacola Harbor, Florida.

Company E, Captain Lyon,

Company I, Captain Burke,

Company K, Captain Wade.

FORT MORGAN, Mobile Bay, Alabama.

Company G, Captain Garner,

Company H, Captain D. H. Vinton.

FORT WOOD, Louisiana.

Company A, Captain Childs, (Brevet Major.)

FORT PIKE, Louisiana.

Company F, Captain McClintock, (Brevet Major.)

NEW ORLEANS BARRACKS.

Company B, Captain J. R. Vinton,

Company D, Captain Lee, (Brevet Major.)

The Colonel will take post at the New Orleans Barracks, the Lieutenant Colonel at Fort Pickens, and the Major at Fort Morgan.

BY COMMAND OF MAJOR GEN. SCOTT:

R. JONES, *Adj't Gen.***Military Intelligence.**

**1st Dragoons.**—Company B. [under command of Lt. T. McCrate,] arrived at this city, upon yesterday evening the 17th, from Fort Atkinson, in this Territory, situated north-west of this some 150 miles, high up on the waters of the Cedar. Their destination is, to us, unknown, as well as that of their time of departure from here. The strength of the company is at this time fifty one, rank and file, some of their number having been left to keep garrison.—*Iowa City Argus*, Sept. 18.

**2d Dragoons.**—Resignation of First Lieut. R. B. Lawton accepted, Oct. 8, 1841.

**4th Artillery.**—Pursuant to General Regulations, Brevet Major J. L. Gardner, the senior Captain serving with his regiment, is assigned to duty according to his brevet rank, during the absence of the Colonel. (Gen. Order, No. 61, Oct. 11, 1841.)

**2d Infantry.**—A detachment of 200 recruits, under command of Lieut. E. R. Long, sailed from New York, Oct. 7, in the ship, John Cumming for Savannah. Officers accompanying the detachment, Ass't Sur. J. H. Bailey, and Lieuts. A. Sully and L. Gantt, 2d Infy.

**5th Infantry.**—Companies A, B, G, and K, under command of Capt. A. Johnston, left Fort Crawford, Sept. 16, and arrived at Jefferson Barracks on the 24th. Companies C, E, F, and I, under command of Brevet Brig. Gen. Brooke, left Fort Crawford on the 19th and arrived at Jefferson Barracks on the 27th Sept. Companies D, and H, under Lieut. Col. McIntosh, from Fort Winnebago, have been detained by the low stage of the waters of the Wisconsin river, but are expected to reach Jefferson Barracks about the 6th Oct.

The whole regiment, will then be collected at Jefferson Barracks, where it will remain until the receipt of General orders No. 58, assigning it to the Detroit frontier, and Upper Lakes.

**6th Infantry.**—A detachment of 210 recruits for the 6th sailed from New York, Oct. 10, in the ship Pennsylvania, for Tampa Bay. Officers accompanying the detachment: Capt. G. Wright, 8th Infy. commanding. Surgeon E. Macomb; Lieuts. Todd, Garnett, and Flint, of the 6th, and Lieuts. Beardsly, Burbank, Darne, and Morris, of the 5th.

**MILITARY AND NAVAL ORNAMENTS.**

**B. DELAPIERRE**, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps.

May 2—11

**OWEN, EVANS, &c.** Military and Naval Merchant Tailors, beg leave to offer to the officers of the army and navy a new supply of English Goods, consisting of

- Rich gold Epaullets, army and navy,
- " " do Topographical Engineers.
- " " do Medical Staff.
- " " Sets of Embroidery do
- " " do Topographical Engineers.
- " " Aiguillettes
- " " Trouser lace, Topographical Engineers.
- " Blk. Mohair do Medical Staff.

They keep constantly on hand, for the different Corps of the army, and for the Navy,  
Swords, Belts, and Knots,  
Undress Caps, with distinctive badges.  
Laces, Grenades, Bugles, Anchors, Stars, &c.  
And are ready at all times to furnish officers with full equipments at the shortest notice, and in their usual style of finish.  
Stores—One door East of Fuller's Hotel, and one door East of Crown's Hotel, Pennsylvania Avenue. Oct. 14—tf

### NAVY SUPPLIES FOR 1842.

NAVY COMMISSIONERS' OFFICE, }  
September 29, 1841. }

**PROPOSALS**, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of Monday, the 1st November next, for furnishing and delivering at the Navy Yards at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., Philadelphia, Washington, D. C., Gosport, Va., and the Baltimore Naval Station, respectively, such quantities of the following articles, of the best quality, that may be ordered or required from the contractors by the respective Commanders and Commanding Officers at said Navy Yards and Naval Station, or by the Navy Agents, respectively, during the year 1842, for the use of the Navy of the United States, viz.

- No. 1. Bolt and Sheet Copper (not rolled)
- No. 2. Round, flat, and square iron.
- No. 3. Superfine Flour.
- No. 4. Ship Biscuit (made from superfine flour of the manufacture of the years 1841 or 1842.)
- No. 5. Whiskey.
- No. 6. Butter.
- No. 7. Sperm Candles.
- No. 8. Sperm Oil.
- No. 9. Lined Oil (in its raw state.)
- No. 10. Paints (the several articles named in the printed offers.)
- No. 11. Molasses, Vinegar, Rice, and White Beans.

It is distinctly understood, however, that persons who may offer are not to have any claim or privilege to furnish any greater quantity of any article than may be expressly ordered.

It is also to be understood that, when persons reside at other places than those near which they engage to furnish articles, they will be required to appoint and duly authorize some person, resident at or near the place of delivery, to receive and act upon the requisitions or orders which may be made.

And it is also to be understood, that in case the person who contracts, or his agent, shall neglect or fail to comply with the requisitions or orders he may receive for articles under his contract, in proper time and of proper quality, the officers or agents of the Navy shall be authorized to purchase the same, and the contractor shall be liable for any excess of cost over the contract price.

Separate proposals must be made for each class of articles for each Navy Yard and for the Baltimore Naval Station. The blank offers furnished to individuals must have all the blanks carefully filled up, and must be subscribed as directed in the note on the face of each form, and the offers must be unqualified and unconditional.

Bonds, with two approved sureties, in one third the estimated amounts of the respective contracts, will be required, and 10 per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account be paid until the contracts are complied with in all respects, unless specially authorized by the Board of Navy Commissioners. After deducting ten per centum, payment will be made by the United States within thirty days after the said articles shall have been inspected and received, and bills for the same presented to the Navy Agent, approved by the Commanders or Commanding Officers of the respective Navy Yards and Naval Station aforesaid, according to the terms of the contracts.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts.

Blank forms of offers for each denomination of articles will be furnished by the respective Navy Agents or Commanding officers, to persons applying for them, and upon which all offers should be made strictly conforming to the directions which they contain. Samples of the biscuit will be lodged with the Commanding officers of the respective Navy Yards and Naval Station.

Oct. 7—td.

### BOOK AND JOB PRINTING—

of every variety and description, neatly and expeditiously executed, at the office of the Army and Navy Chronicle, opposite to the Navy Department.

## NAVY.

### ORDERS.

- Oct. 2—Mid A MacRae, frigate Macedonian.
- 4—Mid P G Watmough, ship Delaware.  
Mid C P Jones, rec ship, Norfolk.  
Mid B Valli, ship Levant, Pensacola.  
Mid T B Wainwright, frigate Macedonian.  
Mid A H Otis, rec ship, Boston.
- 5—Lieut C H Davis, Rendezvous, Boston.  
Lieut C Heywood, ordinary, do  
Mid Thomas C Eaton, rec ship, do  
Mid R J D Price, do Norfolk.
- 6—Ass't Sur E H Conway, Naval Hospital, Norf.  
Mid D Ammen, naval school, Phila.  
Mid C S Bell, O C Badger, rec ship, Norfolk.  
Mid J P Bartlett, do Boston.
- 7—Mid S D Spence, T Lee, frigate Macedonian.
- 8—Surgeon J Cornick, rec ship, Norfolk.  
Ass't Sur C J Bates, brig Consort.  
Lieut A Lewis, Rendezvous, Norfolk.
- 9—Mid B F Wells, E Gordon, frigate Macedonian.  
Mid W Mitchell, ship Delaware.  
Mid A J Lewis, rec ship, Norfolk.

### OFFICERS RELIEVED AND DETACHED.

- Oct. 5—Comm'r J D Knight, from Charleston, S C station.
  - 6—Sur W J Powell, from Navy Yard, New York.  
Purser T M Taylor, from ship Warren.  
Passed Mid R D Izard, from ship Cyane.
  - 8—Passed Mid R M Bowland, from ship Delaware.  
Ass't Sur S W Kellogg, from brig Consort.  
Surgeon G B McKnight, from rec shig, Norf.  
Lieut R B Pegram, from Rendezvous, do  
P Mid W A Wayne, from frigate Macedonian.
- William Cragey has been reinstated in the navy, as a Passed Midshipman, with his original date of warrant, viz: June 23, 1838.

### MARINE CORPS.

The following promotions and appointment have been made, consequent upon the death of Lieut. Col. R. D. Wainwright; all those promoted to take rank from the 6th October, 1841.

Major and brevet Lieut. Col. Samuel Miller, to be Lieutenant Colonel.

Captain John Harris, to be Major.

First Lieut. Alvin Edson, to be Captain.

Second Lieut. Edward Lloyd West, to be First Lt. John D. Simms, Jr. of the District of Columbia, to be a Second Lieut. from the 7th Oct. 1841.

The remains of the late Col. Wainwright were interred with military honors yesterday afternoon at the Congress Burial Ground. The military escort consisted of the Marine Corps, the Marion Rifle Corps, and the Potomac Dragoons. A great number of military gentlemen and citizens attended the funeral in hacks and private carriages.—*National Intelligencer*, Oct. 7. Sept. 27—Second Lieut. Robert Tansill, detached from schooner Flirt, for duty in Florida.

## Naval Intelligence.

### U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON.—Ship Fairfield, Comm'r. Tattnell, having on board Commodore Morgan as passenger, arrived at Madeira, Aug. 28, and was there on the 30th. All well.

FLORIDA FLOTILLA.—Brig Jefferson, Lt. Com'g. W. L. Herndon, sailed from Mobile, Sept. 30, for Indian Key.

## MARRIAGE.

In Roxbury, Mass. on the 30th ult. Mr. S. K. WHITING, to MARY JANE GREENE, eldest daughter of JOSEPH WILSON, Esq., of the U. S. navy.

## DEATH.

In Philadelphia on Saturday last, Gen. CALLENDER IRVINE, for many years past Commissary of Purchases for the U. S. army.